Mr. L. M. Pylee *(Latin-Christians Ernakulam):* May I know where such a bridge is to be constructed?

Mr. Ephraim Ouseph *(Narakkal):* It is for the experts to decide. There are various localities. From Vypeen up to Palliport.

Mr. L. M. Pylee *(Latin-Christians Ernakulam):* In that case we will have to build a bridge over the harbour.

Mr. C. V. Iyyu *(Kunnamkulam):* There was a proposal for the connection of Vypeen with Pallipuram. May I know whether the Hon'ble Member for Engineering will enlighten me whether the Vypeen Pallipuram road has been completed?

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* There are certain portions which have to be made afresh. We have made provision for them in the Road Board programme.

Mr. L. M. Pylee *(Latin-Christians Ernakulam):* On a point of order, Sir, the next cut motion is this. Can we not reserve our observations for that cut motion rather than on this.

Panel Chairman: The discussion of this may be over.

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* The proposal of the Hon'ble Member is for connecting Vypeen with Ernakulam by means of one or two suitable bridges. As the member has pointed out this is a very large project which has got to be investigated in thorough detail to find out where exactly the location of the bridges is to be, the cost of constructing these bridges and other matters. The length to be covered will nearly be 1 or 1½ miles for the bridge. It will be one of the longest bridges in India. There are several good advantages on account of the bridge because it may be possible to carry the pipe lines on it and to supply water to the area of Vypeen. It will also give an opening to a large number of people living on the Vypeen shores. The question has got to be examined very minutely and I shall be glad to undertake that work.

Mr. Ephraim Ouseph *(Narakkal):* The only purpose was to bring this project to the notice of the Government. And since the Chief Engineer has promised to explore the possibilities I beg leave of the House to withdraw the motion.

Cut motion, by leave, withdrawn

CUT MOTION No. 19

Land Acquisition for Vypeen Pallipuram Road

Mr. Ephraim Ouseph *(Narakkal):* To reduce the allotment of Rs, 9,09,770 for communications by Re. 1. To *complete the land acquisition for the Vypeen—Pallippuram road.* This bridge has long been pending in this House. It has been sufficiently delayed and I understand that funds have been included in this year's budget. Last year in the Road Board funds a major part of the allotment had been sanctioned for this purpose. At least acquisition would have been undertaken last year itself. I hope the allotment of this year will not meet with the same fate. Hence this cut.

***Mr. L. M. Pylee** *(Latin-Christians Ernakulam):* I wish to make a few observations on this motion. I am glad that a certain amount is allotted now for agricultural purposes. But what I wish to draw the attention of the House is to the long pendency of this important question. It is not a matter of post-war development. It is a matter of ancient history that a scheme like this has been pending from a very very long time. When I was a boy I used to hear that the road was coming, coming to that village in which I happen to be born and brought up. And from boyhood I have grown into this and still the road is coming. It is one of those points that I have stressed in the speech commenting on the Budget. After I entered this Council at the very first meeting I stressed the necessity for this. Now and then I was told "well the question is being considered", the question will be taken up and so on. Nothing has been done, in this connection, Sir, I may point out apart from that there has been promises. I think on the very first meeting of this Council a letter dated 28th May 1940 from the Chief Engineer addressed to me makes mention of this. It would be taken up soon. It is dated 28th May 1940 and there he says "Really speaking a 40 foot road in that locality is necessary since the area being so important many houses will be constructed at the margins of the road

*Speech not corrected by the Hon'ble Member.

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in future causing great inconvenience to traffic. On the other hand the cost of this wide road will delay Government sanction and so I am estimating for a 26 foot wide road over the area to minimise land acquisition charges. The road construction by itself will be a simple matter there and I would be able to complete it in 3 months after the land is taken possession of".

The people may be thinking that this is an unimportant road and that it is not like the Anamala road. There is neither 'ആന' nor 'കടുവ'. It is very important from the point of humanity and human labour. The Chief Engineer himself has been kind enough to admit this in his above letter. The Chief Engineer admits two things. It is an important road in an important locality and secondly that the road construction itself would be completed in 3 months after the land acquisition is done. Steps were taken for land acquisition. All on a sudden to my great surprise it was dropped. I do not know what happened. What I say is that it has been neglected for a very long time. Sir, the question of land acquisition is a costly venture. Some day or other it has to be solved. It should have been solved long ago as the Hon'ble Mover of the resolution pointed out it is important in this respect. It is one of the most crowded areas in the whole world. The people are poor and though poor they contribute a large share to our abkari revenue. In my speech commenting on the budget I pointed out that although the people are poor they contribute a large part of the abkari revenue which has been the main source of increase or surplus for 1118 and from the point of view of the Harbour it is an important area. Because, so to say, it is the right arm of the harbour, while the other side, *viz*, the southern side is the left arm. A large part of the labour which is required in the harbour comes from these regions. The question was raised not only by me but by other members. That is the only way. The people were voiceless, poor people and so it was not heard. At last a very important deputation consisting of several panchayat presidents and members of panchayats of those areas waited upon the Diwan Mr. Dixon on 8th April 1942 and I crave your indulgenee for reading a short passage which will show the need is very important. Two things they asked. One is the water supply and the other was this road. "Secondly, the need of a road running through the whole length of this littoral tract is an absolute necessity. The tract is the right arm of the port area as the regions in the south are its left arm. Thousands of people have to earn their livilihood by going over to factories and firms of Cochin, and return to their homes every evening or night. In some places the existing path way is so narrow that two persons can hardly go abreast." "The road, beginning from Vypeen and stretching up to Palliport, has great potentialities. If erected, it becomes a trunk road, linking the Harbour with British Malabar, *ie.*, with places like Chowghat, Ponnani, Calicut, etc. It will become a great thoroughfare. It is a wonder that a civilised Government should have left so important a region without even this essential means of traffic and communication.' There was a time when the labourers were not waiting to take this as a relief work, Government did not care. But since the amount has been sanctioned for a particular purpose namely land acquisiton, at least that may be done. The next stage may be taken after that. So this long long standing scheme almost reaching ancient history may kindly be considered by the Road Board and by the proper authorities, and thus the poor people may be relieved of that drawback. One more point Sir, later on in the stage of consideration of this question I heard the Diwan President from the chair not this Diwan but his predecessor making mention of the idea that there was no great necessity for this road because there is water traffic. That is exactly what I mentioned in my speech. We who are living in that part of the world are not fishes. Water traffic requires certain vehicles. Motor boats are crowded and they hardly touch those places and the poor labourers go in the country crafts. They find it difficult to get boats. It is difficult to get a line boat, at the place where you want or at the time when you want. It is all impossible. Therefore it is not at all an argument against this. These difficulties exist in water traffic. While having this water traffic many of the poor coolies going in country crafts, at least twice in the last two years, many serious accidents have happened and many people have perished in the boats capsised. But I remember in last Chingam when I visited, I happened to go there just the previous day of the accident. While I was standing there and watching how many boates capsised hardly knowing the magnitude of the damage that was done, I found in every home lamentations either for a lost brother, for a lost sister, for a lost husband or for a lost wife. It was very gloomy. Of course the official figures may be shown that a handful died we cannot depend upon water traffic and especially these cooly labourers are huddled in boats. What they require is the road and the raod is absolutely necessary instead of the facilities for water. I am afraid I have taken too much time. In view

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of the importance which is always appreciated I think the question may be supported by the Council

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* Sir, the importance of this Vypeen Pallipuram road has been brought before this Council by the Hon'ble Member himself on many occasions. As a result of these representations the Road Board have sanctioned a certain amount for the construction of this road and we shall not waste any more time in taking up acquisition proceedings for this road. In the Member's speech regarding the usefulness and the necessity for this road he dwelt on certain accidents which occurred in the backwaters. Even though the accidents were unfortunate I do not know how this road could have prevented them. My enquiry regarding the accidents show that they are mostly due of overcrowding in the boat coming from Vypeen to the harbour in extremely stormy weather. But that is not a reason that could be advanced for the construction of the road. In any case the road is a very important one and every effort will be made to start land acquisition proceedings shortly.

Mr. Ephraim Ouseph *(Narakkal):* In view of the assurance given I beg leave of the House to withdraw the motion.

Cut motion, by leave, withdrawn

CUT MOTION No. 20

Wooden Bridge to connect Nedungad with Nayarambalam

Mr. Ephraim Ouseph *(Narakkal):* To reduce the allotment of Rs. 9,09,770 for communications by Re. 1. *To construct a wooden bridge to connect the island of Nedungad with the centre of Nayarambalam village.*

Nayarambalam is one of the most thickly populated places. There is a canal connecting Nayarambalam and Nedungad. Labourers find it very difficult to cross the canal. It is an elementary necessity in a sadly neglected area. What we ask is for a very small wooden bridge. I hope Government will find funds immediately.

*Mr. Joseph Pettah *(Adur):* I would support the motion since I have some personal knowledge of the place and also of the importance of the place. It is a very small matter as the Hon'ble Mover has pointed out and the funds required are very small. But benefit to the public would be very large. On that point of view, I hope the Government will not hestitate to take up the work. Some time ago there was a proposal for constructing a big bridge between Nedungad and Narakkal. There was very serious divergence of opinion as to the location of the particular bridge, whether it should be in the middle or at the either ends. At last some how that bridge was located in the southern portion. If it were in the central people of the north would have been benefited. Now the only available bridge is in the southern most portion. If the people wanted to cross over they will have to take a long time and even the bridge now existing is not properly connected with the main land. That is another serious difficulty. So if something is provided at the northern portion of that area it will be a great service to the people of the locality. It is a very urgent matter. So the Government should come to the rescue of the people and do the needful, without any delay.

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* At the time of constructing the bridge between Nedungad and Narakkal there was, as the member pointed out considerable opposition. One party wanted in the northern portion another in the centre and so on. I think it was in the year 1104 that this controversy took place. I looked into the question very minutely and thought that some facilities had to be given to the island of Nedungad the most natural outlet to that area is the southern point because it is nearer the public office of Narakkal and it is also towards Ernakulam. I believe the Panchayats are having the extension of the road connecting the western portion of that embankment with the main land of Narakkal. The question of putting up a bridge in the middle of the island has now come up for consideration. The Hon'ble Member for Narakkal had brought this point to my notice in 1118, and I had the question examined. The construction of the bridge there would cost about 9 thousand rupees. A preliminary estimate for the bridge has already been made. I shall place this before the Road Board and see what action can be taken on this matter.

*Speech not corrected by the Hon'ble Member

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